 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: ANC11FA107		Aircraft Registration Number: N361TT	
		Occurrence Date: 09/23/2011		Most Critical Injury: Fatal	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Kodiak	State AK	Zip Code 99615	Local Time 1930	Time Zone ADT	
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:			
Aircraft Information Summary					
Aircraft Manufacturer DEHAVILLAND		Model/Series DHC-3T		Type of Aircraft Airplane	
Revenue Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>*** Note: NTSB investigators either traveled in support of this investigation or conducted a significant amount of investigative work without any travel, and used data obtained from various sources to prepare this aircraft accident report. ***</p> <p>HISTORY OF FLIGHT</p> <p>On September 23, 2011, about 1930 Alaska daylight time, a single engine, turbine-powered, amphibious float-equipped de Havilland DHC-3T airplane, N361TT, sustained substantial damage during a go-around and subsequent low altitude maneuver at Heitman Lake, about 5 miles south-southwest of Kodiak, Alaska. The airplane was being operated by Paklook Air Inc., Kodiak, as a visual flight rules (VFR) on-demand air taxi flight, under the provisions of 14 Code of Federal Regulations Part 135, when the accident occurred. Of the three people aboard, the commercial pilot sustained fatal injuries, one passenger received serious injuries, and the remaining passenger received minor injuries. Visual meteorological conditions prevailed, and company flight following procedures were in effect. The airplane departed Old Harbor, Alaska, bound for Kodiak, about 1905.</p> <p>During a telephone conversation with the National Transportation Safety Board (NTSB) investigator-in-charge (IIC) on September 23, an agent for the operator said that a passenger on the airplane reported that during a go-around on a lake, the airplane struck a tree on the shoreline and crashed. The passenger was able to make a cellphone call, and report the accident to authorities.</p> <p>On September 24, the NTSB IIC and a Federal Aviation Administration (FAA) operations inspector from the Anchorage Flight Standards District Office (FSDO) examined the airplane at the crash site. The NTSB IIC noted evidence of the tree strike. The airplane collided with terrain in a steep, nose-low attitude, about 200 feet past the tree.</p> <p>On September 24, during an interview with the NTSB IIC, the passenger in the rear passenger cabin said he boarded the airplane at Old Harbor. He said during the flight he knew that the airplane had descended and was flying over the surface of the lake. He did not know what had happened until he exited the wreckage.</p> <p>On September 27, during an interview with the NTSB IIC, the front right seat passenger said that he was an employee of the company, and had accompanied the pilot to Old Harbor. At Old Harbor they picked up one passenger, and headed to Kodiak. He said that during the flight to Kodiak the pilot decided to land at Heitman Lake, for no particular reason. The passenger said after making an approach to the lake, but before touching down, the pilot decided to proceed to Kodiak without landing. He said the pilot flew low over the surface of the lake toward the "V" shaped notch at the east end of the lake. He said that as the airplane flew through the notch, he thought the left wing of the airplane had hit the hillside, but he didn't see the tree. He said that after the initial</p>					
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impact the pilot reacted by pulling back hard on the control yoke and rolling the airplane to the right. As the airplane entered a steep climb, it began to shake, and he heard the stall warning horn come on. The airplane then rolled left before entering into a steep, nose down descent, which was followed by an impact with the ground.

INJURIES TO PERSONS

The pilot sustained fatal injuries. The right front seat passenger was seriously injured, and the passenger in the rear cabin received minor injuries.

DAMAGE TO AIRCRAFT

The airplane sustained substantial damage to the wings and fuselage.

PERSONNEL INFORMATION

The 49 year old pilot held a commercial pilot certificate, with ratings for airplane single-engine land, airplane single-engine sea, and instrument airplane. He was issued a second class FAA medical certificate on May 2, 2011, with limitations to wear corrective lenses for distance vision, and have lenses available for near vision.

In the Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1) submitted by the operator, the pilot's total aeronautical experience was listed as 3,000 hours, with 280 hours in the accident airplane make and model. He had flown 180 hours in the previous 90 days, including 6 hours the day of the accident. The accident flight was his third flight of the day. The pilot had completed a required biennial flight review or equivalent on July 1, 2011.

AIRCRAFT INFORMATION

The accident airplane was a de Havilland DHC-3, which was manufactured in 1952. The airplane had been modified under a supplemental type certificate (STC) SA 09866SC, for the installation of a 900 shaft horsepower, Honeywell TPE-331 turboprop engine by Texas Turbine Conversions, Inc., Denison, Texas. The engine was installed on June 6, 2003. The airplane was maintained under an Approved Airplane Inspection Program (AAIP), and at the most recent inspection, the engine had 3,424.0 hours. The airplane was also equipped with amphibious floats.

The last required inspection of the airplane was completed on June 10, 2011. Examinations of the airplane, engine, and propeller logbooks did not reveal any mechanical anomalies or concerns.

METEOROLOGICAL INFORMATION


The accident occurred during daylight hours. The closest weather reporting facility was at the Kodiak Airport, Kodiak, about 5 miles north-northeast of the accident site. The Meteorological Terminal Air Report (METAR) at 1953 ADT was reporting, in part: sky condition, broken at 4,500 feet; temperature, 48; dew point 43 degrees F; altimeter 29.34 inHg; wind 260 degrees true at 4 knots.

AIDS TO NAVIGATION

No aids to navigation were involved in this accident.

FLIGHT RECORDERS

The pilot had a Garmin GPSMAP 696, which was recovered from the wreckage. The Garmin GPS was examined at the NTSB Recorder Laboratory, and data recovered from it showed the track of the

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accident flight. Track data includes latitude, longitude, GPS altitude (height above ground), groundspeed, and track heading. The data points are 10-15 seconds apart.

The track data showed the airplane depart Old Harbor, en route to Kodiak. About 5 miles south-southwest of Kodiak, the airplane descended toward the west end of Heitman Lake. Once over the lake, the airplane turned toward the east end of the lake while descending. About midpoint on the lake, the last data point shows the airplane descending toward the surface of the lake, in the direction of the creek (outlet) at the east end of the lake, and the airplane had slowed to 64 knots of groundspeed. At the east end of the lake there is a creek outlet, with descending terrain beyond.

WRECKAGE AND IMPACT INFORMATION

All of the airplane's major components were found at the main wreckage site. The airplane wreckage was located on a hillside, on the north side of a creek originating from the east end of Heitman Lake. The wreckage was about 300 feet east of the lake. The lake's elevation is about 900 feet above sea level, and the terrain is predominately rolling hills with sparse tree cover. The creek runs predominately west to east, and forms a "V" notch at the east end of the lake.

A single evergreen tree on the hillside, on the north side of the creek, about 20 vertical feet above the creek, is believed to be the initial point of impact. The tree was within the "V" notch created by the hills on either side of the creek. The terrain beyond the "V" notch descends steeply from the lake toward the Island's coast. Orange paint chips were found at the base of the tree. The distance between the initial impact point and the main wreckage site was about 200 feet.

The airplane impacted the ground nose first in a near vertical attitude, creating an impact signature slightly larger than the diameter of the propeller. The left wing had broken away at the wing root, but remained with the airplane. The left wing leading edge had an impact mark, about 18 inches from the tip. The impact area on the wing was painted orange, and orange paint chips found at the base of the lone evergreen tree were physically matched with missing paint at the wing's point of impact.

Aside from the single impact mark on the left wing the remainder of the leftwing leading edge, and the right wing leading edge were relatively undamaged.

The upper leading edges of the wing flaps were creased, consistent with the flaps being extended during impact.

The airplane impacted on its nose and the tip of both floats. The tips of both floats showed impact damage, and the retractable land wheels were retracted. The float support structure had collapsed.


The nose of the airplane had been crushed aft, and the engine and support structure intruded into the cockpit. The cockpit was open to the elements.

The aft passenger cabin was relatively intact, and the empennage was bent at the aft passenger cabin bulkhead. The tail was intact, however the left horizontal and elevator were pushed inward toward the fuselage when the wreckage landed on its left side.

Control continuity was established for all controls.

The engine had plastic folding of the exhaust manifold, and the propeller blades had extreme longitudinal bending, leading edge gouging, and torsional twisting.

There were no preaccident mechanical problems discovered during the NTSB IIC's on-scene wreckage examination.

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MEDICAL AND PATHOLOGICAL INFORMATION

A postmortem examination of the pilot was conducted under the authority of the Alaska State Medical Examiner, 5455 Dr. MLK Jr. Avenue, Anchorage, Alaska. The cause of death was determined to be blunt force injury to the head, and the manner of death was accidental.


A toxicological examination was conducted by the FAA Civil Aeromedical Institute, Oklahoma City, Oklahoma, on January 24, 2012. The examination revealed the presence of Doxylamine (0.047 ug/ml) in the pilot's blood, and both dextrophan and ranitidine in the pilot's urine.


Ranitidine is an over the counter medication used for the suppression of gastric acid and reflux symptoms. It is not generally considered to be sedating.


Dextrophan is a metabolite of Dextromethorphan, a cough suppressant. Dextromethorphan and Doxylamine are commonly found in over-the-counter cold medicines used for relief of cold and flu symptoms. Doxylamine is a sedating antihistamine with a therapeutic blood level range of 0.05-0.15ug/ml; the pilot's level was just below therapeutic at the time of his death. This medication carries the warning that it may impair mental and/or physical ability required for the performance of potentially hazardous tasks (e.g., driving, operating heavy machinery).

The FAA recommends that pilots allow five dosing intervals to elapse (30 hours for dextromethorphan and doxylamine) from the time of the last dose of any sedating medication before returning to flying.

Updated on Feb 27 2013 4:13PM

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Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used N/A	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Approach/Arrival Flown: NONE					
VFR Approach/Landing: Go Around; Valley/Terrain Following					
Aircraft Information					
Aircraft Manufacturer DEHAVILLAND		Model/Series DHC-3T		Serial Number 361	
Airworthiness Certificate(s): Normal					
Landing Gear Type: Amphibian					
Amateur Built Acft? No	Number of Seats: 11	Certified Max Gross Wt. 8000 LBS		Number of Engines: 1	
Engine Type: Turbo Prop	Engine Manufacturer: Honeywell	Model/Series: TPE-331		Rated Power: 900 HP	
- Aircraft Inspection Information					
Type of Last Inspection AAIP	Date of Last Inspection 08/2011	Time Since Last Inspection Hours		Airframe Total Time 14634 Hours	
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?/Type Yes / C126		ELT Operated? Yes		ELT Aided in Locating Accident Site? No	
Owner/Operator Information					
Registered Aircraft Owner KAKELDEY LEASING CORP		Street Address			
		City ANCHORAGE	State AK	Zip Code 99522	
Operator of Aircraft PAKLOOK AIR INC		Street Address			
		City Kodiak	State AK	Zip Code 99615	
Operator Does Business As: Paklook Air			Operator Designator Code: T72C		
- Type of U.S. Certificate(s) Held:					
Air Carrier Operating Certificate(s): On-demand Air Taxi					
Operating Certificate:		Operator Certificate:			
Regulation Flight Conducted Under: Part 135: Air Taxi & Commuter					
Type of Flight Operation Conducted: Non-scheduled; Domestic; Passenger Only					
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First Pilot Information																																																																																																	
Name On File			City On File		State On File	Date of Birth On File	Age 49																																																																																										
Sex: M	Seat Occupied: Left		Occupational Pilot? Yes			Certificate Number: On File																																																																																											
Certificate(s): Commercial																																																																																																	
Airplane Rating(s): Single-engine Land; Single-engine Sea																																																																																																	
Rotorcraft/Glider/LTA: None																																																																																																	
Instrument Rating(s): Airplane																																																																																																	
Instructor Rating(s): None																																																																																																	
Current Biennial Flight Review?																																																																																																	
Medical Cert.: Class 2		Medical Cert. Status: With Waivers/Limitations			Date of Last Medical Exam: 05/2011																																																																																												
<table border="1"> <thead> <tr> <th rowspan="2">- Flight Time Matrix</th> <th rowspan="2">All A/C</th> <th rowspan="2">This Make and Model</th> <th rowspan="2">Airplane Single Engine</th> <th rowspan="2">Airplane Multi-Engine</th> <th rowspan="2">Night</th> <th colspan="2">Instrument</th> <th rowspan="2">Rotorcraft</th> <th rowspan="2">Glider</th> <th rowspan="2">Lighter Than Air</th> </tr> <tr> <th>Actual</th> <th>Simulated</th> </tr> </thead> <tbody> <tr> <td>Total Time</td> <td>3000</td> <td>280</td> <td>3000</td> <td></td> <td>111</td> <td>56</td> <td>39</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pilot In Command(PIC)</td> <td>2960</td> <td>280</td> <td>2960</td> <td></td> <td></td> <td>56</td> <td>39</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instructor</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Instruction Received</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 90 Days</td> <td>180</td> <td>180</td> <td>180</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 30 Days</td> <td>80</td> <td>80</td> <td>80</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Last 24 Hours</td> <td>6</td> <td>6</td> <td>6</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>								- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	3000	280	3000		111	56	39				Pilot In Command(PIC)	2960	280	2960			56	39				Instructor											Instruction Received											Last 90 Days	180	180	180								Last 30 Days	80	80	80								Last 24 Hours	6	6	6							
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Seatbelt Used? Yes		Shoulder Harness Used? Yes			Toxicology Performed? Yes		Second Pilot? No																																																																																										
Flight Plan/Itinerary																																																																																																	
Type of Flight Plan Filed: Company VFR																																																																																																	
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Destination		State			Airport Identifier																																																																																												
Kodiak		AK			PADQ																																																																																												
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Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
PADQ	1953	ADT	78 Ft. MSL	5 NM	30 Deg. Mag.
Sky/Lowest Cloud Condition: Clear			Ft. AGL	Condition of Light: Day	
Lowest Ceiling: Broken		4500 Ft. AGL		Visibility: 10 SM	Altimeter: 29.34 "Hg
Temperature: 9 °C	Dew Point: 6 °C	Weather Conditions at Accident Site: Visual Conditions			
Wind Direction: 260	Wind Speed: 4	Wind Gusts:			
Visibility (RVR): Ft.	Visibility (RVV) SM				
Precip and/or Obscuration:					

Accident Information					
Aircraft Damage: Substantial		Aircraft Fire: None		Aircraft Explosion: None	

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL	
First Pilot	1				1	
Second Pilot						
Student Pilot						
Flight Instructor						
Check Pilot						
Flight Engineer						
Cabin Attendants						
Other Crew						
Passengers		1	1		2	
- TOTAL ABOARD -	1	1	1		3	
Other Ground						
- GRAND TOTAL -	1	1	1		3	

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Administrative Information

Investigator-In-Charge (IIC)

Lawrence Lewis

Additional Persons Participating in This Accident/Incident Investigation:

Patrick Sullivan
FAA FSDO-03
Anchorage, AK